

Ramona



SR-67 (west of Archie Moore)



Southern Bypass (Dye Road)



Main Street in village area

Overview

The major challenge in Ramona is moving goods and people in, through, and out of the community – particularly on SR-67 and Main Street. In general, the Circulation Element (CE) for the Ramona CPA contains sufficient capacity to accommodate current and projected traffic volumes. It includes an extensive road network system, including four-lane classifications on SR-67, San Vicente Road, the ‘Southern Bypass’ (Dye Road/Keyes Road), Hanson Lane, Rangeland Road, and SA603. The majority of these road segments are either not fully built to their Circulation Element designation (most are two lanes today) or not built at all (particularly roads in the Grasslands area). Model runs completed for GP2020 show that completing certain key components of the existing CE network (such as four lanes on SR-67 and the Southern Bypass) will reduce the amount of projected congestion whereas completing other components (such as SA603 or four lanes on the Southern Bypass) will have a negligible effect.

The proposed CE network retains the framework of the existing Circulation Element, but rebalances that network to reflect what is needed at buildout of the GP2020 land use plan. It removes roads (or road improvements) that would have significant impacts, both fiscally and/or to surrounding land uses, without providing significant congestion relief or needed road capacity. The staff recommendation also applied proposed road classifications to better reflect the variety of land use contexts in Ramona – from rural to the historic village core.

Planning Group Preferences

The Planning Group’s (RCPG) recommendations are different from the Proposed Road Network in three major areas:

- *Four-lane versus two-lane classifications:* The RCPG prefers to retain the four-lane classification on Dye Road and SR-78 between 3rd Street and Rancho Vista, the Proposed Road Network downgrades several road segments from four-lane to two lane classifications to respond to projected lack of demand and lower future improvement costs.

- *New roads in the Grasslands area:* The RCPG prefers to retain portions of SA603 and Rangeland Road, which are located in the Ramona Grasslands. The Proposed Road Network recommended by staff proposes removing several roads that cross the Grasslands area (SA603, SA931, and Rangeland Road) due to potential cost, environmental constraints, and lack of demand.
- *Appropriate road classifications.* The RCPG prefers to apply the Community Collector classification, with its higher design speed, on most two-lane roads. The Proposed Road Network applies the Light Collector classification for roads with lower forecasted traffic volumes and locations in village or semi-rural residential neighborhoods. The Light Collector classification is more consistent with locations in Village areas, particularly in residential neighborhoods where pedestrian traffic and safety are concerns.

Key Issues

Unresolved Traffic Congestion

- Main Street will operate at LOS E and F for short segments in the Ramona village core, but further widening (currently a four-lane road with continuous turn lane and on-street parking) is not recommended by DPLU staff due to land use constraints and the desire to retain Main Street's commercial character. Further, parallel local roads (B Street, D Street) provide alternate routes. Efforts to improve local road connectivity in the area (see below) would also provide alternatives.

Connectivity

- Connectivity of the local road network in the village area of Ramona is poor, leaving Main Street as the only complete east-west connection. Recommendations to improve connectivity are included in the Ramona Road Master Plan and preservation of remaining right-of-way should be prioritized.
- The completion of the Southern Bypass (Dye Road/Keyes Road) is a high priority for the community, and will improve connectivity to areas currently relying on San Vicente Road and SR-67 for access.

Environmental

- The Planning Group preference would require construction of roads in the Grasslands area, conflicting with efforts to preserve open space lands in the area for habitat preservation and community character.

Ramona Road Master Plan

- In 2003, the County published a Ramona Road Master Plan. The GP2020 Circulation Element update is consistent with the plan (for Circulation Element roads) and relies on the plan to address local road connectivity.

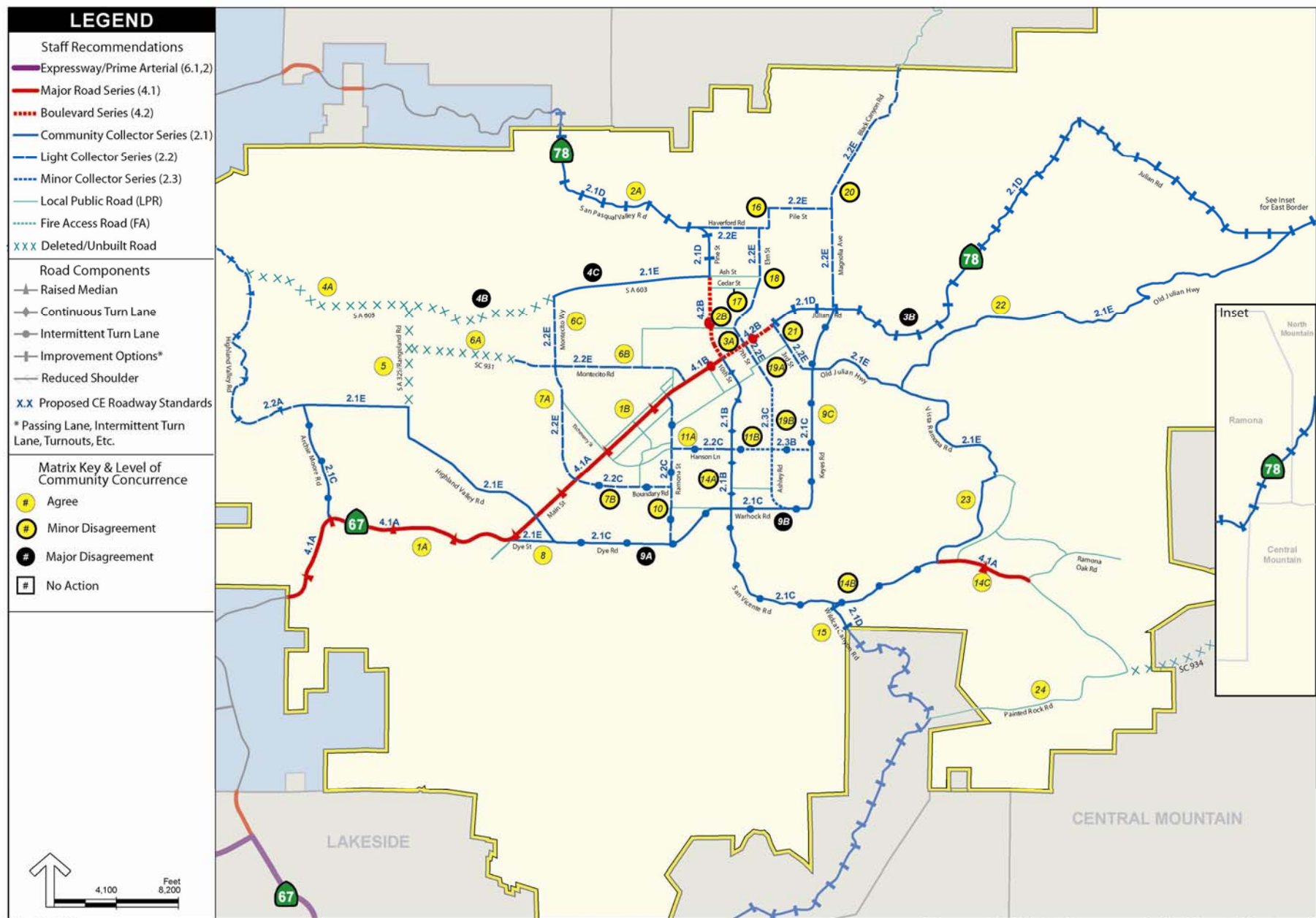
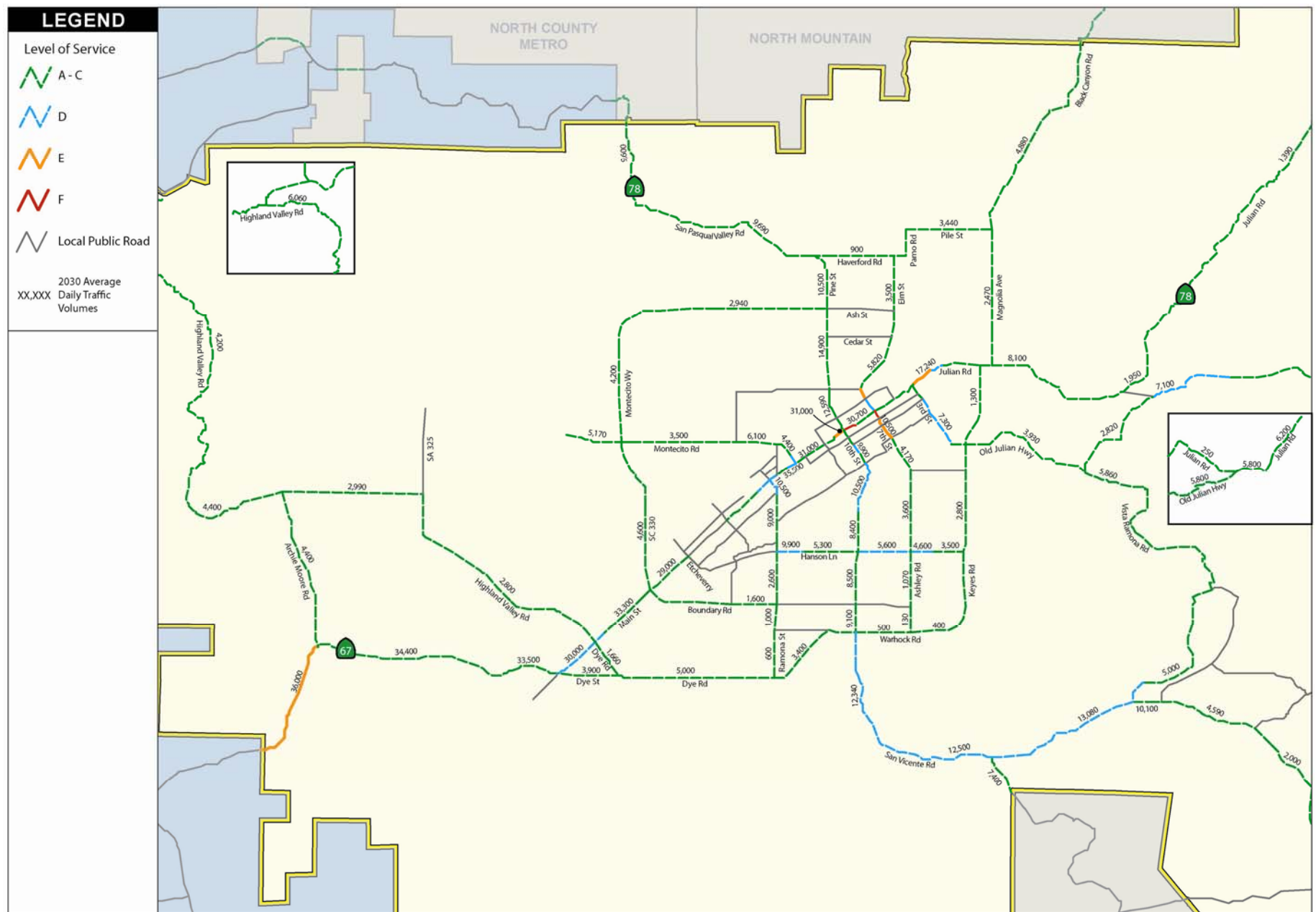
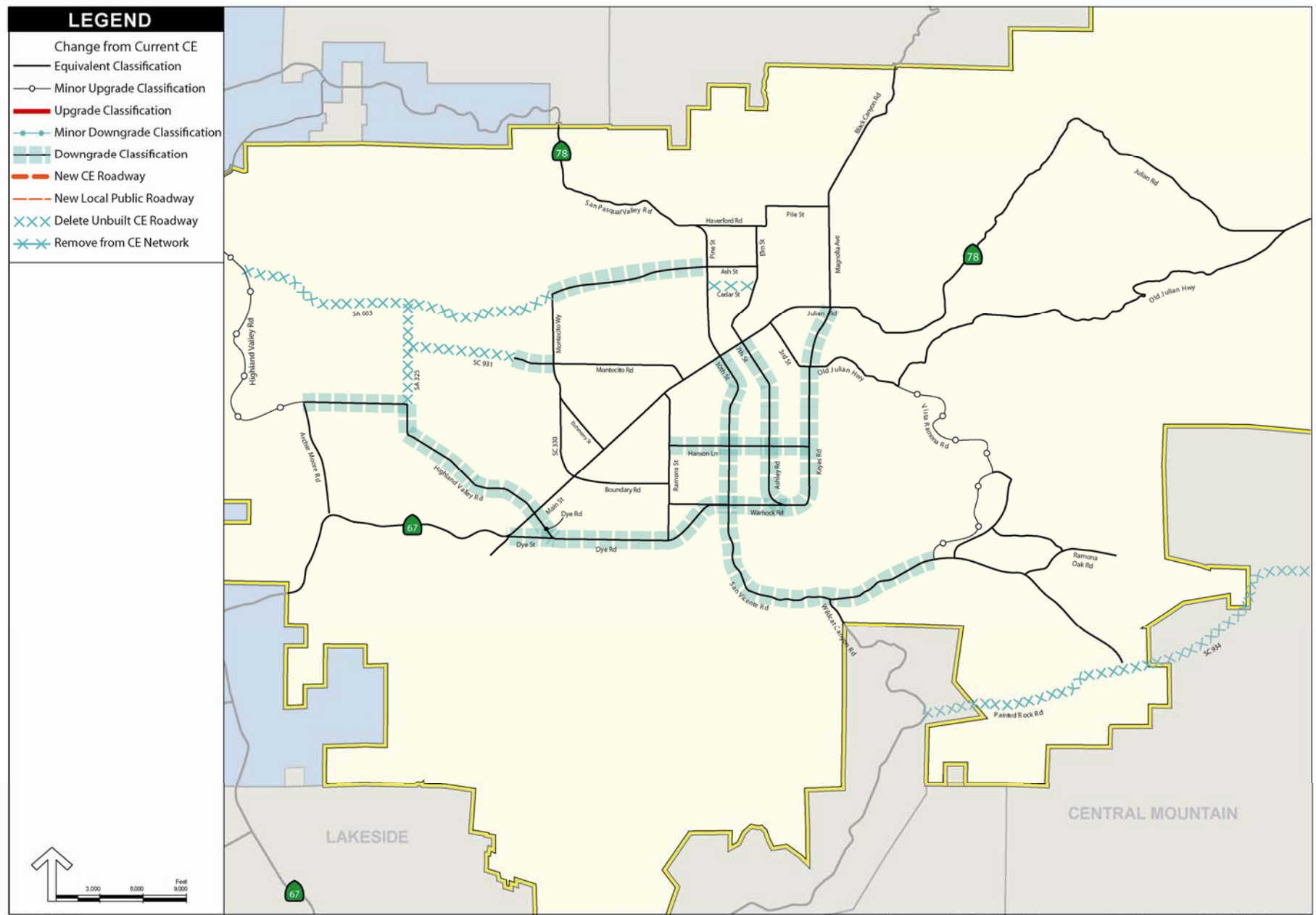


Figure RAM-1: Proposed CE Road Network



July 18, 2006



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Figure RAM-3: Changes to Current CE Network

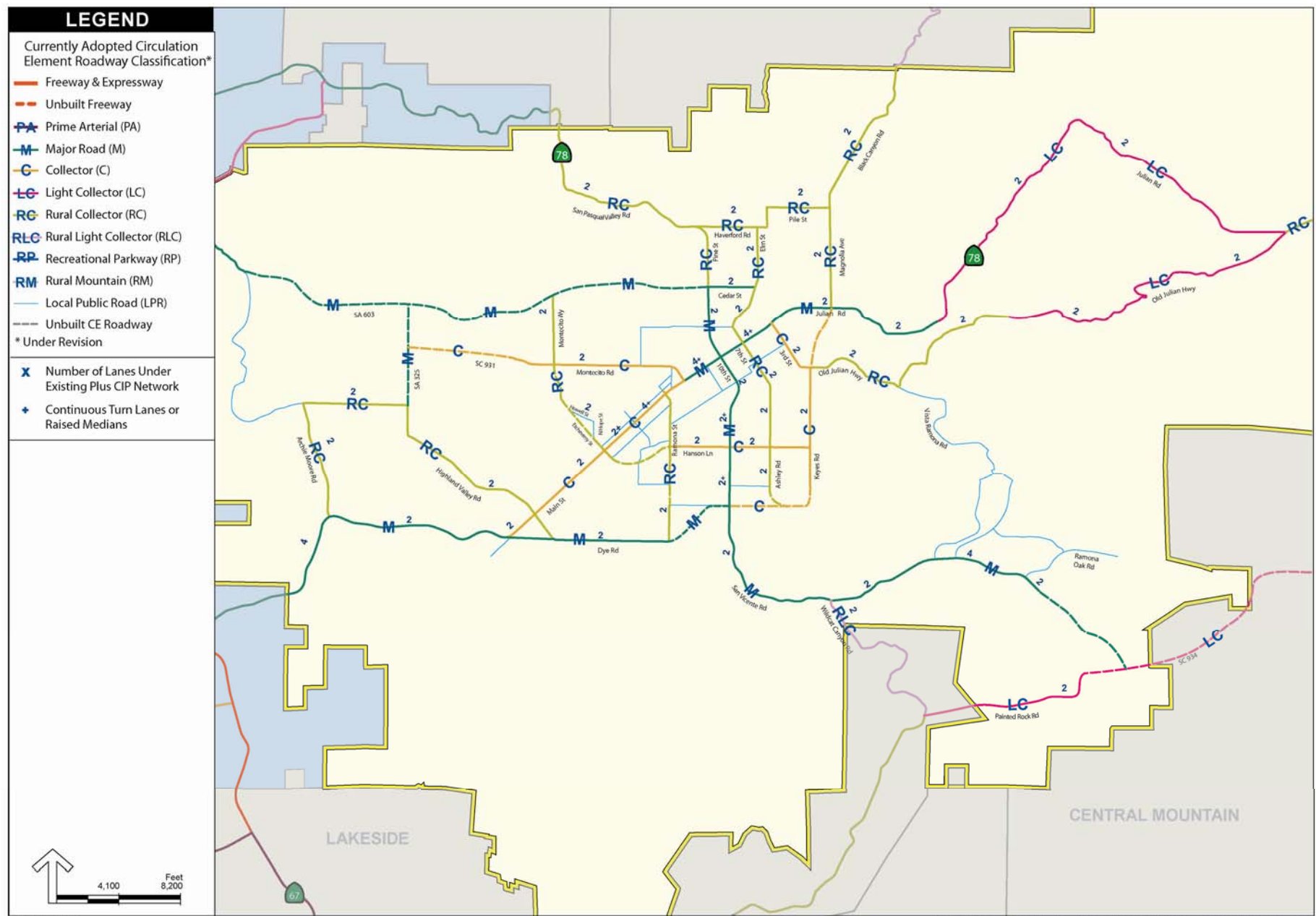


Figure RAM-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
1A SR-67 <u>Segment:</u> Archie Moore Road to Etcheverry Street <u>Existing Condition:</u> 4 lanes (east of Archie Moore); 2 lanes (west of Archie Moore) <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Required by projected traffic volumes. Included in SANDAG 2030 Reasonably Expected Revenue scenario.
1B SR-67/Main Street <u>Segment:</u> Etcheverry Street to Pine Street/San Vicente Road <u>Existing Condition:</u> 2 lanes (with Continuous Turn Lane); 4 lanes east of Pala Street <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Minimize Costs</i> – Existing road is built as a 5-lane road (4 lanes + turn lane). Expansion of road would require relocation of substantial commercial operations. <i>Support Land Use Goals</i> – Widening of existing road to 6-lanes would be inconsistent with town center location and Main Street character of roadway. <i>Alternative Routes</i> – Local road network provides alternatives. Ramona Road Master Plan recommends local road improvements that would reduce the impact of projected traffic volumes on Main Street. <p>Note: Will operate at LOS E & F (36.0 to 43.9 K ADTs)</p>
2A SR-78/Pine Street <u>Segment:</u> Ramona CPA Boundary to Ash Street <u>Existing Condition:</u> 2 lanes (with passing lane) <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes) <i>Passing lanes are the preferred improvement option.</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>2B SR-78/Pine Street</p> <p><u>Segment:</u> Ash Street to Main Street</p> <p><u>Existing Condition:</u> 2 lanes (with intermittent turn lane)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade</p> <p>4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes. • <i>Appropriate Road Types for Surrounding Land Use</i> – Location in village area will require the lower design speed of the Boulevard in place of the Major Road classification.
<p>3A SR-78/Main Street</p> <p><u>Segment:</u> Pine Street to 3rd Street</p> <p><u>Existing Condition:</u> 4 lanes (with continuous turn lane west of 6th Street)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade</p> <p>4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Medians (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Existing road is built as a 5-lane road (4 lanes + turn lane). Expansion of road would require relocation of substantial commercial operations. • <i>Support Land Use Goals</i> – Widening of existing road to 6-lanes would be inconsistent with efforts to improve the historic Ramona town center as a major pedestrian activity center. • <i>Appropriate Road Types for Surrounding Land Use</i> – Location in village area will require the lower design speed of the Boulevard in place of the Major Road classification. <p>Note: Will operate at LOS E (29.5 K ADTs) between Pine St/San Vicente Rd and 7th St. (3 blocks)</p>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
3B SR-78/Main Street <u>Segment:</u> 3rd Street to Central Mountain CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.1D Community Collector with Improvement Options (2+ lanes) <i>Passing lanes are the preferred improvement option.</i> <i>CPG Preference:</i> Upgrade Classification 4.1 Major Road (4+ lanes) <i>To Rancho Vista Road</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Passing lane option will help avoid congestion due to slow moving vehicles. <i>Minimize Costs</i> – Retaining Major Road designation east of 3rd Street (to Rancho Vista Road) is not consistent with existing conditions and not required by projected traffic volumes.
4A SA603 <u>Segment:</u> Highland Valley Road to Rangeland Road <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Roadway <i>CPG Preference:</i>	<ul style="list-style-type: none"> <i>Minimize Costs</i> – Potential road would not be cost-efficient and modeling results show their effect would be minimal. Addition of road does not improve LOS on other road segments. <i>Minimize Environmental Impacts</i> – Road would traverse environmental resource area (Ramona Grasslands).
4B SA603 <u>Segment:</u> Rangeland Road to Montecito Way <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Delete CE Roadway <i>CPG Preference:</i> Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Minimize Costs</i> – Potential road would not be cost-efficient. Modeling results show that the road would attract roughly 4,000 trips. Addition of road does not improve LOS on other road segments. <i>Minimize Environmental Impacts</i> – Road would traverse environmental resource area (Ramona Grasslands).

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
4C SA603 <u>Segment:</u> Montecito Way to SR-76 <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1E Community Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 4.1A Major Road with Raised Medians (4 lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road provides critical access from Montecito Ranch project to SR-78. Also provides a secondary access to lessen impact of new development on SR-67. • <i>Minimize Costs</i> – Two lane road type is sufficient to accommodate projected traffic volumes.
5 SA325 (Rangeland Road) <u>Segment:</u> entire segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	Remove from CE Network Retain as Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – This road does not connect traffic generating land uses and the low traffic volumes (under 4,000 trips) would not justify retaining this as a CE road. • <i>Minimize Environmental Impacts</i> – This road traverses the Ramona grasslands; expansion of the existing road would conflict with preservation efforts.
6A SC931 (Montecito Road extension) <u>Segment:</u> SA325 (Rangeland Road) to Ramona Airport <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector (4 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Minimize Environmental Impacts</i> – This road traverses the Ramona grasslands area, expansion of the existing road way would conflict with preservation efforts. • <i>Minimize Costs</i> – This road is projected to attract approximately 2,100 trips and would not be cost effective.
6B Montecito Road <u>Segment:</u> Ramona Airport to SR-67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity and Minimize Costs</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
6C Montecito Way <u>Segment:</u> Montecito Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity and Minimize Costs</i> – Consistent with projected traffic volumes and existing conditions.
7A SA330 (North) <u>Segment:</u> Montecito Road to SR-67 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Road needed to provide connection to Montecito Ranch project and as component of the ‘northern bypass’, providing an alternative route to SR-67/Main Street.
7B SA330 (South) <u>Segment:</u> SR-67 to Hanson Road/Boundary Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Includes re-alignment of southern terminus from Hanson Road to Boundary Road</i> <i>CPG Preference:</i> Minor Upgrade 2.1C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Includes re-alignment of southern terminus from Hanson Road to Boundary Road</i>	<ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Improves connections between residential neighborhoods north and south of SR-67/Main Street. Realignment of southern terminus provides more direct access to new school site.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>8 Dye Street</p> <p><u>Segment</u>: SR-67 to Dye Road</p> <p><u>Existing Condition</u>: unconstructed</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1E Community Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road provides an alternative to the problematic SR-67 and Highland Valley/Dye Road intersection. Retaining this alignment will provide the County with flexibility in redesigning the intersection of SR-67 and Mussey Grade Road. • <i>Minimize Costs</i> – Traffic volumes do not require more than a two-lane road type.
<p>9A Dye Road (Southern Bypass) (SC 300)</p> <p><u>Segment</u>: SR-67 to San Vicente Road</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p> <p><i>Includes re-alignment between Ramona Street and San Vicente Road to match alignment proposed in Ramona Road Master Plan</i></p> <p><i>CPG Preference:</i></p> <p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p> <p><i>Includes re-alignment between Ramona Street and San Vicente Road to match alignment proposed in Ramona Road Master Plan</i></p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Road segment is a critical component of the Southern Bypass. • <i>Minimize Costs</i> – traffic volumes do not require more than a two-lane road type. A four-lane right-of-way should be retained to allow for future improvements should the bypass function better than model predicts.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
9B Dye Road (Southern Bypass) (SC 950) <u>Segment:</u> San Vicente to Creelman Lane/Keyes Road <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Minimize Costs</i> – traffic volumes do not require more than a two-lane road type. A four-lane right-of-way should be retained to allow for future improvements should the bypass function better than model predicts.
9C Keyes Road (Southern Bypass) (SA 300) <u>Segment:</u> Creelman Lane/Keyes Road to SR-78 <u>Existing Condition:</u> 2 lanes (Creelman to Old Julian Hwy); incomplete (Old Julian to SR-78) <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Maximize Traffic Movement</i> – Road segment is a critical component of the Southern Bypass <i>Minimize Costs</i> – Traffic volumes do not require more than a two-lane road type
10 Ramona Street (SC 930) <u>Segment:</u> SR-67 to Dye Road <u>Existing Condition:</u> 2 lanes (SR-67 to Creelman); incomplete (Creelman to Dye) <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Minor Upgrade 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions <i>Appropriate Road Type</i> – Road is located in Village area and serves residential neighborhoods. The lower design speed of the Light Collector is more appropriate for this area.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
11A Hanson Lane (SA 320) <u>Segment:</u> Ramona Street to San Vicente Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. <i>Select Appropriate Road Types for Surrounding Land Use</i> – Road segment serves two schools and options for improved pedestrian facilities should be retained.
11B Hanson Lane (SA 320) <u>Segment:</u> Ramona Street to San Vicente Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes. <i>Select Appropriate Road Types for Surrounding Land Use</i> – Slower design speed is recommended for this road segment, which serves residential neighborhoods.
12A 10th Street/San Vicente Road (SA 310) <u>Segment:</u> Main Street to Warnock Dr <u>Existing Condition:</u> 2 lanes (with cont. turn lane) <u>Current Classification:</u> Major Road (4+ lanes)	Downgrade Classification 2.1B Community Collector with Continuous Turn Lane (2+ lanes) <i>CPG Preference:</i> Downgrade Classification 2.1B Community Collector with Continuous Turn Lanes (2+ lanes) <i>Retain 4 lane right-of-way for future improvements</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>12B San Vicente Road (SA 310)</p> <p><u>Segment:</u> Warnock Dr to San Diego Country Estates</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent turn lanes are the preferred improvement option.</i></p> <p><i>CPG Preference:</i></p> <p>Downgrade Classification</p> <p>2.1C Community Collector with Continuous Turn Lanes (2+ lanes)</p> <p><i>Retain 4 lane right-of-way for future improvements</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. • <i>Community Consensus</i> – Planning Group supports redesignation, provided right-of-way for future needs and parkway improvements is retained.
<p>12C San Vicente Road (SA 310)</p> <p><u>Segment:</u> San Diego Country Estates</p> <p><u>Existing Condition:</u> 4 lanes (Serra Way to Ramona Oaks Road)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification</p> <p>4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.
<p>13 Wildcat Canyon Road (SA 350)</p> <p><u>Segment:</u> San Vicente Road to Barona CPA</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Collector (2 lanes)</p>	<p>Minor Upgrade</p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Intermittent turn lanes are the preferred improvement option.</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Wider right-of-way retains flexibility for future improvements on route to Barona Casino.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
14 Haverford Road/Pile Street (SC 910) <u>Segment:</u> SR-78/Pine Street to Magnolia Ave <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions.
15 Cedar Street (SA 603) <u>Segment:</u> SR-78/Pine Street to Elm Street <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Remove from CE Network Downgrade to Local Public Road <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Minimize Cost</i> – Road no longer connects to proposed SA330, limiting its connectivity. SA330 connects to Ash Street, but traffic from west of SR-78 is not expected to cross SR-78 to existing Ash Street.
16 Elm Street (SC 900) <u>Segment:</u> SR-78/Main Street to Haverford Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
17A 7th Street/Ashley Road (SC 900) <u>Segment:</u> SR-78/Main Street to Telford Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. <i>Appropriate Road Type</i> – Slower design speed is consistent with Village Residential neighborhood character of the area.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
17B 7th Street/Ashley Road (SC 900) <u>Segment:</u> Telford Lane to Warnock Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Minor Downgrade 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
18 Magnolia Avenue/Black Canyon Road (SA 290) <u>Segment:</u> SR-78/Main Street to North Mtn CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.
19 3rd Street/Old Julian Highway (SC 960) <u>Segment:</u> SR-78/Main Street to Keyes Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes) <i>CPG Preference:</i> Downgrade Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Village Residential neighborhood character of the area.
20 Old Julian Highway (SA 603.1) <u>Segment:</u> Keyes Road to Julian Road <u>Existing Condition:</u> 2 lanes (with continuous turn lane) <u>Current Classification:</u> Rural/Light Collector (2 lanes)	Equivalent Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses. <i>Appropriate Road Type</i> – Slower design speed is consistent with Semi-Rural neighborhood character of the area.

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
21 Vista Ramona Road <u>Segment:</u> Old Julian Hwy <u>Existing Condition:</u> 2 lanes (with continuous turn lane) <u>Current Classification:</u> Local Public Road	Minor Upgrade 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Completes Circulation Element network by connecting Old Julian Highway and San Vicente Road. Recommendation is consistent with Ramona Road Master Plan
22 Painted Rock Road <u>Segment:</u> entire segment <u>Existing Condition:</u> 2 lanes – not complete (gated at Barona I.R. boundary) <u>Current Classification:</u> Light Collector (2 lanes)	Remove from CE Network Retain as Local Public Road	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Road cannot be completed through Barona Reservation and is not required for regional circulation. • <i>Maximize Traffic Movement</i> – Although not appropriate to support high volumes of daily trips, connection needs to be retained with Wildcat Canyon Road for emergency access.
23 SC934 <u>Segment:</u> entire segment (San Vicente Road to Central Mountain CPA boundary) <u>Existing Condition:</u> unconstructed <u>Current Classification:</u> Light Collector (2 lanes)	Delete CE Roadway	<ul style="list-style-type: none"> • <i>Minimize Costs</i> – Road is not currently in place and does not provide a needed connection between developed areas.